

# Shipping

## HALCYON, ONCE A LOCAL OPIUM CARRIER, ENTERS LAWFUL ROLE

In the golden days of the monarchy, and a Kolakaua dynasty, when opium in a more or less steady stream entered the Hawaiian Islands, and served to enrich the coffers of a select circle of "importers," the rakish appearing schooner Halcyon, was one of several vessels always a familiar figure with the local smuggler clan.

One or more old timers in the steamship business, and now with the Oceanic Steamship Sierra, had occasion to rub their eyes before the liner departed from San Francisco, for there was the former Halcyon, now rechristened the Vera, and but recently became the property of Dr. Smita of Ottawa, who is said to propose to take passage in the vessel for the Arctic ocean, there to seek a lost island of much value in the Beaufort sea.

Old waterfronters here will readily remember the craft built at Benicia, California, in 1886 for the late Harry Trevis, a wealthy resident of San Francisco, being used as a yacht. She is 74 feet long, 21 feet beam, and 8.5 feet draft, and was originally fitted up luxuriously. The owner tired of his yacht soon and she eventually fell into the hands of A. W. Whalley, who died a few years ago aboard a United States transport while returning from Manila, being used by him to smuggle opium.

When the authorities became too vigilant the Halcyon would be sent on an instant cruise. She made frequent trips to the Orient to bring opium from Hongkong, the "dope" being hidden in mats of rice or in cunningly devised receptacles in the hull. On one of these trips the Vera went ashore on the sandy spit at Sunakaki, Japan, close to the scene of the wreck of the Empress of China, and the boat was held by the Japanese authorities. Whalley managed to secure its return and floated his boat, arriving at Honolulu with the opium. On one cruise, in which a number of Victorians were interested, Whalley sold the opium at Honolulu and decamped with the proceeds, leaving the vessel to the members of the syndicate, which sold her to the late Captain J. G. Fox, who changed her name to Vera and used her as a sealer.

The Vera was being extensively overhauled at the time the Sierra departed for Honolulu. The schooner was after her withdrawal from the opium smuggling trade, always rated as a fast sailer. The vessel has always been attended with much notoriety and even after her going into commission in Arctic waters, it was alleged that the vessel frequently returned to civilization with contraband.

That the Vera is now to become a floating home for a party of north Pacific explorers, is something that will occasion more than passing interest.

### Whalers Seek Alaska Fields.

PORT TOWNSEND, Wash., July 6.—The transfer of the whaling industry from the coast of Norway to Alaska and other parts of the globe is due to the desire of the Norwegian government to protect the fishermen of that country. The Norwegian fishermen for years complained that the whaling industry was ruining their business, as the continuous hunting of whales drove them into shallow water, where they would feed on the smaller fish, which, as a result, were becoming scarce.

To protect the fishermen, the Norwegian Parliament purchased all of the whaling station outfits and then enacted a law prohibiting whaling.

As a result of this a consular report received here states the whalers organized and sent vessels and equipment to other places and today the Norwegian companies are operating whaling stations in the South Atlantic, Straits of Magellan, Iceland, Spitzbergen, New Zealand and along the coasts of Japan and Russia, and now they are establishing stations along the coast of Southeastern Alaska, and will make their headquarters for the northern stations at Seattle.

### Record Lumber Shipment from Portland.

With 4,800,000 feet of fir, the second largest cargo of lumber ever loaded at Portland, the British steamship Robert Dollar, Captain Morton, has sailed for Shanghai. The cargo is being shipped by the Robert Dollar Steamship Company.

The only other cargo larger than that going out on the Robert Dollar left on the British steamship Knight of the Garter about two years ago. It comprised 5,023,000 feet, a record which never has been duplicated at Portland or any other Pacific Coast port.

### Japanese Re-Name British Steamship.

With the selling of the steamer British Monarch to the Osaka Shosen Kaisha, another one of Britain's famous freighters, passes in foreign hands and will henceforth, with many more of her sister ships, ply the waters of the Pacific under foreign control. The British Monarch, which has been renamed the Luzon Maru, has been purchased by the Japanese company to be used as an extra vessel when conditions demand and will very likely make this port and Seattle a port of call. The vessel is now on the Tyne, where she arrived from Harve on May 2, and will be thoroughly overhauled and made ready for her long voyage to Japan.

Captain Yamamoto, formerly skipper of the Tacoma Maru, well known in Puget Sound ports, has been dispatched to Newcastle-on-Tyne to take the ship over, and is expected to arrive at Osaka some time during the first week in August.

The new addition to the Osaka Shosen Kaisha is a steel screw steamer with one steel deck and a spar deck with deep framing and has a register of 3912 tons. She was built by Russell & Sons, of Port Glasgow, in 1902. The dimensions are: length, 345.1 feet; breadth, 48.9 feet; depth, 17.9 feet and a cargo capacity of 7000 tons.

Many old-time British freighters have been purchased the last few years by Japanese firms, as shipping in eastern Pacific waters has been very brisk, and owing to the speculation which took place in Japan before the tariff revision act went into effect, serviceable vessels for charter were very scarce.

### Mute Evidence of Fate of Gulf Stream

Mute evidence of the tragedy which befell the British bark Gulf Stream last winter, posted as missing while enroute from Glasgow to the Pacific Coast, has been discovered by seafarers off the South American coast. A floating life buoy from the ill-fated vessel and small wreckage found on the beach probably furnish the only details that will ever be learned of the disaster which destroyed the familiar windjammer.

According to advices received by the marine department of the Chamber of Commerce, a Chilean schooner arrived at Stanley, Falkland Islands, last month with two men on board who were returning from a sealing cruise in the cutter Caesar near the Gulf of Sarmento to the north of Cape Pillar. They reported that in latitude 52 S south, longitude 75 W west, they found a life buoy marked in black letters "Gulf Stream, Glasgow," a piece of boat planking printed "Gulf," five copper tanks from a life boat, water bucket, pieces of oars, hatchet and boat hook.

The men said the wreckage was not much knocked about when they found it December 15th and they think it had not been on the beach longer than six weeks to two months. The men had covered the same ground six months before, but there was no trace of the wreckage at that time. They searched around after finding the wreckage, but saw no trace of any living man having landed there.

The Gulf Stream, which made many visits to the Golden Gate, left Glasgow April 29, 1911, and was never reported after she squared away. Months of anxious waiting passed and finally the bell at Lloyds sounded her knell, the vessel being posted as missing February 21st of this year.

### European-Honolulu Freight Rates.

LIVERPOOL, July 8.—Steam-Outputward coals pay full figures for early boats from the Bristol Channel, but July and later can be got at lower figures. East Coast ports report a fair inquiry at generally firm rates for early tonnage. Time chartering steady, £1400 paid for 5,100 tonner in Baltic-Wed Sea rates for four months. Homebound-Philippines paid 40s coprah to U. K. Continent, or States, and 36s 3d also done on d. w. Rice ports dull, and Java very slow East Indies steady, and from Karachi demand is fairly brisk for early to August loading. Black Sea dull for early boats; 13s paid Azoff to Rotterdam for Sept-Oct. America very slow, 19s paid coals to Brazil. River Plate has eased back again, and only 19s was quoted from up river for July.

Sail—Quite brisk for outward; 26s 6d paid Tyne to Port Nolloth, and Wales booked coals freely to Plate and West Coast. Salt paid 18s Cadiz to Monte Video for July, Hamburg paid 22s 6d to Honolulu. Homebound quiet, but 27s 6d paid Oct-Nov. for nitrate.

### Pacific Mail Steamer Now a Bride.

Upon the arrival of the Pacific Mailer Korea from the Orient Monday the stewardess was still being called Mrs. Leonard Ward. That was because the officers and passengers on the ship were unaware of the fact that the day before the liner left the other side, she became Mrs. Captain James D. Smith. Mrs. Smith had intended keeping it a secret some time longer, but secrets will out, and now she will be the recipient of many congratulations and good wishes, for her friends on the trans-Pacific run are legion. When Mrs. Smith sails again on the Korea it will be as a passenger. She and her husband will make their home in Manila. Captain Smith has been connected with the United States collier service for many years and is well known in Philippine waters.—Call.

## TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
July 22	12:00	1:18	10:13	4:08	7:35	5:31	6:41	0:17
23	12:48	1:18	11:23	4:52	8:39	5:31	6:41	0:58
24	1:30	1:19	12:11	5:35	9:14	5:32	6:40	1:30
25	2:12	2:10	1:04	6:23	9:45	5:32	6:40	2:27
26	2:46	2:10	1:43	7:08	10:16	5:30	6:30	3:17
27	3:28	2:10	2:30	7:53	10:45	5:33	6:39	4:10
28	3:56	2:10	3:12	8:30	11:14	5:35	6:38	5:10

Full moon July 28th at 5:57 p. m.

## WEATHER TODAY

Temperature—6 a. m., 76; 8 a. m., 78; 10 a. m., 80; 12 noon, 80. Minimum last night, 73.  
Wind—6 a. m., velocity 10, direction Northeast; 8 a. m., velocity 6, direction Northeast; 10 a. m., velocity 11, direction Northeast; 12 noon, velocity 9, direction East. Movement past 24 hours, 234 miles.  
Barometer at 8 a. m., 30.04; relative humidity, 8 a. m., 60. Absolute humidity, 8 a. m., 6.166. Dew-point at 8 a. m., 63. Total rainfall during past 24 hours, .01.

## VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Wednesday, July 24.  
SAN FRANCISCO—Sailed, July 23, S. S. Virginian, for Seattle.  
Sailed, July 24, noon, S. S. Lurline, for Honolulu.  
HANA—Sailed, July 20, schr. Muriel for San Francisco.  
YOKOHAMA—Arrived, July 23, S. S. Nippon Maru, hence July 12.  
PUGET SOUND—Arrived, July 24, schr. Mary E. Foster, hence July 2.

### AEROGRAM.

S. S. PERSIA—Will arrive from San Francisco Friday noon and will probably sail for Yokohama on Saturday morning.

### New Charters Are Fixed.

The British steamer Harlosden, now at San Diego discharging ties, has been taken at a time charter rate of 6 shillings\*6 pence to load lumber from Puget Sound for the Sydney Pirie range, or 6 shillings 9 pence to Fremantle. The German steamer Elbebeck, enroute from Hamburg for Santa Rosa, has been chartered by Heatley & Co. for barley from the Columbia River, or Puget Sound for the United Kingdom at 37 shillings 6 pence, with the option of loading wheat at 36 shillings 3 pence. A like rate was made on the British steamer Galgate, taken by Houser of Portland. Heatley & Co. also have obtained the Norwegian bark Valerik for grain to the United Kingdom. The British bark William T. Lewis has been fixed by Meyer, Wilson & Co. for carrying general cargoes between Hamburg and Honolulu.

The weekly circular of the Shipowners' Association of the Pacific Coast in announcing charters for Valparaiso shows that the rate of 62s 6d for lumber continues firm. Three schooners, the Mindora, Luzon and Churchill, get this rate for loading from Puget Sound or Columbia River for the west coast.

The schooner Robert Searles has been fixed at \$4.75 for bringing lumber from the sound to this port.—Call.

### Rough Weather on Hawaii Coast.

Rough weather was experienced at several leeward Hawaii ports during the time the Inter-Island steamer Waiilele remained there taking on shipments of sugar.

The Waiilele is back at Honolulu bringing \$660 sacks sugar, and a quantity of empty gasoline drums. The steamer brought sugar from Honokaa and Kukuihaele. According to report received from the purser, sugar at island ports includes the following: Honokaa 2600, Pahouah 6500 and Kukuihaele 3500 sacks.

### Steamer Maui an Arrival Today.

The Inter-Island steamer Maui is an arrival at the port today bringing 11,300 sacks sugar, and a quantity of sundries. This vessel brought sugar from Laupahoehoe. The Maui met with fine weather on the homeward trip, according to report from Purser Fitzsimmons.

Steamship Company Sued for Damage  
SAN FRANCISCO—Damage suits aggregating more than \$200,000 were filed against the Pacific Coast Steamship Company by a dozen plaintiffs for loss and injury alleged to have been sustained by them in the wreck of the steamship Santa Rosa on Point Arguello July 7, 1911.

Public Administrator M. J. Hynes filed suit in behalf of John Skific estate and the widow, Amanda Skific, for \$25,000 damages for Skific's death. The complaint recites the alleged carelessness of Captain J. O. Faria as contributory to the death of the decedent.

The other plaintiffs and amounts of damages are: Serena Ross, \$20,000; E. K. Ross, \$10,000; Harrison M. Porter (infant) by Serena Ross, \$10,000; C. E. Gordon, \$60,400; Catherine Gabigan, \$20,650; Catherine Murphy, \$20,000; Arthur Sommers, \$5,000; T. A. Sexton, \$6,304; Mrs. Mary Bevington, \$30,000; George A. Ryan (personal property), \$520.20.

### Oceanic Competition in the South Seas.

With the arrival of the Oceanic steamship Sierra comes the story that the Union Steamship Company, with headquarters at Vancouver, which operates the Canadian-Australian line, will place an extra steamer in the British-Columbian-Colonial service, the vessel to sail from Vancouver within a few weeks. The vessel has been secured to relieve the pressure on the regular liners and follows the precedent set last fall when the steamer Kish was put on the run. The vessel chartered has not yet been named, but she will load at Vancouver and San Francisco, thus easing the pressure on the Canadian-Australian liners from this port and the steamers of the Union Steamship Company plying from San Francisco.

### Smart Passage for German Ship.

It's considered a smart passage—that made by the trim-appearing German ship H. Hackfeld, which arrived in port late last evening, after what is declared by Captain F. Grube to have been an uneventful voyage from Hamburg. Making this port in 119 days, the Hackfeld brings a large and varied cargo, including nearly everything from the proverbial needle to a traction engine.

In the 2700 tons European merchandise stowed aboard are large consignments of liquors, galvanized iron work, glass, cement, fertilizer, pig iron, paint, hardware, groceries and piece goods. One dog, the mascot of the ship, attracts much attention from the local waterfronters.

### Band Played as Honolulu Sailed.

The Royal Hawaiian Band played a repertoire of merry melodies as the big Matson Navigation steamer Honolulu pulled away from Hackfeld wharf at 10 o'clock this morning, bound for San Francisco.

The Honolulu is taking thirty-eight cabin passengers and a cargo made up of 5000 tons sugar, 6000 bunches bananas, and 6000 cases of preserved pineapples.

The Honolulu sailed with a large accumulation of mail destined for the mainland.

A large crowd of spectators gathered at the wharf at the departure of the liner.

### Claudine Towed Muriel to Sea.

Towing the schooner Muriel from the port of Hana, Maui to the open sea, the Inter-Island steamer Claudine proceeded on her regular run to Honolulu arriving here this morning with a large list of passengers and cargo including a quantity of empties, 24 cords wood, 11,477 feet hard wood lumber, and 156 packages sundries. Purser Kibling reports the schooner Ariel at Kahului where a consignment of lumber is being discharged. The Claudine was favored with fine weather on the trip.

### Hall Back From Kauai Run.

A shipment of five thousand sacks sugar, was included in the cargo from Kauai ports to arrive this morning in the steamer W. G. Hall. A fair list of passengers returned to this port in the vessel. The Hall met with strong winds and choppy seas on the homeward trip.

### Garden Island Sugar Report.

Sugar awaiting shipment at the Garden Island includes the following shipments according to a report received this morning through officers in the steamer W. G. Hall: M. A. K. 44,042; C. and R. 4500; M. B. 52,321; K. & M. 13,100; K. P. 9518; L. P. 12,559; G. F. 1246.

## Hongkong Shipping Record.

Entrances and clearances in the port of Hongkong decreased in 1911, not only in number but also in tonnage, when compared with 1910, but exceeded in tonnage are record of 1909 and previous years. The total entrances and clearances in the year were 543,570 vessels with an aggregate tonnage of 36,179,152, in contrast to 547,164 vessels of 36,534,361 tons in 1910. Of the totals given, 44,978 vessels with a tonnage of 23,063,104 were engaged in foreign trade as compared with 40,714 vessels of 23,160,256 tons the year before.

Of the vessels engaged in foreign trade in 1911 above noted, 32.9 per cent. were British ocean-going ships, 34.3 per cent. foreign ocean-going steamers, 17.8 per cent. British river steamers, 0.6 per cent. launches (under 60 tons), and 11.2 per cent. trading junks. The proportionate share in 1910 was: British ocean-going ships, 35 per cent.; British river steamers, 1.3 per cent.; foreign river steamers, 3 per cent.; launches, 0.6 per cent.; and junks, 9.1 per cent. In other words, the chief loss for the year was in British shipping.

The United States had a larger share of the shipping entered and cleared in Hongkong in 1911 than it has had for years, but this was due to the retrogression of entrances from other countries, to the stability of American shipping, and to no development of American shipping other than the addition of two vessels of British construction to the American list under Philippine ownership.

## PASSENGERS ARRIVED

Per strmr. W. G. Hall, from Kauai—J. H. Coney, C. W. Spitz, E. A. Ross, Mrs. C. H. Wilcox, H. Schultz, C. F. White, C. Th. Chu, Miss M. Akana, Miss J. Hastie, Miss M. Hastie, M. Bowers, M. A. Aldrich, Jas. Awai, Miss C. Aholo, Jas. Amos, Miss K. Hoskano, Rev. S. L. Desha, Miss E. Desha, Miss E. Desha, Mrs. W. L. Bowers, Miss L. Aholo; 30 deck.  
Per str. Claudine, from Hawaii and Maui ports: T. Honjo, Miss Hayes, Mrs. L. D. Warren, Miss W. Hobson, F. Mahuka, Jno. Costa, D. Tweedie, E. Campbell, Wm. Maxwell, H. Marcelle, Mrs. Marcelle, H. B. Penhalow, Mrs. Penhalow, S. F. Starrett, H. S. Musser, C. R. Collins, Dr. Young, Mary Kaatkuu, I. Escares, Miss E. Lyons, Kalepa Amoy, T. Santo, Miss Nutsu, W. J. Coelho, W. K. Lane, Father Maurus, A. Weill, J. D. Tucker, D. L. Austin, H. L. Hewson, J. E. Gammon, J. B. Cockett, Mrs. Cockett, J. B. Madeiros, Mrs. C. Afong, S. Azaki; 67 deck.

## PASSENGERS DEPARTED

Per M. N. S. S. Honolulu for San Francisco: Miss R. McKissick, Miss B. W. McKee, Mr. Oliva, Miss Oliva, Mr. H. B. Penhalow, Mrs. H. B. Penhalow, infant and maid, Messrs. Penhalow (2), Miss K. Rich, Mr. Wm. Regg, Mrs. R. B. Smith, John Steven, Rev. D. Scudder, Mrs. G. Seville, Miss A. F. Williams, Miss E. Warner, N. Watkins, Mrs. N. Watkins, Miss A. Atkinson, Miss E. S. Boardman, E. C. Barrett, Mr. Bozyl, W. F. Cole, M. B. Cassidy, G. N. Day, Miss B. Du Bois, H. Fredericks, Master W. Havens, Miss L. Haynes, Miss V. Jones, Mrs. LeMay and child, L. Matthews, Mrs. Matthews, Wm. Mounstephens, Mrs. Mountstephens, Mrs. L. L. McKissick.

## PROGRESSIVES

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but Hawaii can not afford to accept such a deal without protest.

This morning Chairman Carter was busy drawing up a statement showing in detail what the "deal" at Chicago was, from the Progressive standpoint. The statement is to set forth fully and clearly just how and why Roosevelt delegates were rejected and Taft men seated in most of the notorious contests, and this statement will be made public here shortly.

Mr. Carter said that much encouragement has already been received, and that from many sources are coming assurances of sympathy and often support for the Progressive movement in Hawaii.

A cable received today announces the arrival of the schooner S. C. Allen at Gray's Harbor. The vessel sailed from Honolulu on June 25th.

The big American-Hawaiian freighter Arizonan, with cargo for the Hawaiian Islands, left Tacoma for Honolulu last Sunday.

## SEWARD MAY BE LOCAL TRANSPORT

The United States army transport Seward, still a staunch vessel, stationed for years past in Philippine waters, has gone out of commission, and there is a well-founded rumor in local shipping circles that the troopship may be placed on a run between San Francisco, Seattle and Honolulu.

It was pointed out this morning, that the rapid increase in a demand for supplies for the various island garrisons and posts necessitates better and more frequent transportation facilities between the mainland and Hawaiian Islands.

The Seward, for the past ten years the pride and joy of the vacationing any overworked army and navy official in the Philippines, has made her last trip as a junketing home for the favored wards of Uncle Samuel who guard his interests in the Far Away Islands.

The Seward was a vessel upon which the American government spent money with a lavish hand. The new transport Merritt, recently constructed at Shanghai, will take the place of the Seward in the Philippine inter-island service.

The Seward was made today that the Seward can be well adapted to the requirements of a transport between the mainland and the Hawaiian Islands.

The Seward was constructed by Moran Bros., Seattle, Washington, in 1900. She was being built especially for Alaskan trade and was therefore heavily timbered below the water line, her hull being constructed of 20 inch timbers. About that time the war department was in the market for a suitable vessel to supply the troops serving in Alaska and the Seward being offered was purchased while still in the stocks, by General Randall, then commanding the Department of the Columbia; \$155,000.00, U. S. currency was the purchase price. The Seward made several trips to Alaska when it was determined to send her to the Philippines. Much of her superstructure was removed and she was converted into a cold storage transport and then started on her long voyage across the Pacific, arriving at Manila early in 1902.

Her decks were comfortable, all deck staterooms and the cuisine was always unsurpassed. The Seward was a favorite with those who by their associations with either the army or the insular government could secure a round trip transportation to the southern islands and her accommodations were always fully booked far in advance of her sailing dates. Of course, the Merritt is larger, has more accommodations, more deck space, but it is doubtful if she will be able to wrest from the Seward her popularity.

## SUPERVISORS BITTER

(Continued from Page 1)

"The Rapid Transit Company can lay bitulithic pavement for nearly one-half the cost of the lava rock," so insisted Murray.

Dwight took the stand that the city and county would be the gainer in a lava rock pavement being laid on the Queen and King street right of way, if the statement from Murray was true. "Let us have the better pavement. We are getting the best of the bargain by the adoption of the lava rock."

Murray charged the Rapid Transit corporation with turning over but the eight per cent of their earnings as prescribed by law. The rest of the money goes into improvements, so he declared. "The city and county was giving the street railway company the best of the deal all the way through the controversy so he thought."

Murray further urged that the city fathers take legal steps toward revoking the corporation franchise.

"The Honolulu Rapid Transit has acted in a very stubborn manner in its dealings with the Territory as well as the municipality."

## RAPID TRANSIT IS NOT AT ALL SATISFIED

Both Attorney Withington and Manager Ballentyne, when seen this morning, expressed strong dissatisfaction at the reply the Board of Supervisors made to Mr. Ballentyne's proposition regarding the pavement. They regarded it as inexplicable so far as the public interests are concerned, holding the prescription of lava blocks between the rails and bitulithic between the tracks on King street as inconsistent with the attitude taken by the Supervisors in their conference with Mr. Ballentyne.

"Go ahead and use whichever kind of block pavement you choose," is what they say was the concluding statement of the Supervisors at the conference.

Mr. Ballentyne had urged on them that ohia blocks would be the more desirable for King street, as making a quieter pavement for the vicinity of the market. For Queen street with its heavier traffic considered lava blocks would be the proper thing. Proposition in Letter.

"It is true," Mr. Ballentyne said this morning, "that in my letter to the Supervisors I said the company would lay either kind of paving as might be desired, but, although this seemed a matter of indifference to them then, now they dictate that it must be lava blocks on King street. They do not seem to want a quiet pavement. It looks very much as if they turn down ohia blocks for the sole purpose of shutting out that kind of pavement from the streets of Honolulu altogether."

"I should like to have the opportunity of demonstrating to the citizens of Honolulu what a fine pavement ohia blocks would make. We would place a cement layer of one inch upon the

foundation, then cover the cement with pitch and lay the ohia blocks in the pitch, afterward pouring in pitch around the blocks so as to hermetically seal them. This would make a durable and noiseless pavement."

It is this kind of pavement Mr. Ballentyne wants to lay on the entire area of King street which the company is required to pave, but the sticking point with the company is not so much that the paving between the rails and the foot outside as the dictum of bitulithic for the space between the two tracks. Its position on this matter was clearly stated by Mr. Withington yesterday, which is that it will not submit to being compelled to use a paving material that is patented and under the exclusive control of others.

Withington Puzzled.  
"The answer of the Supervisors to our proposal is beyond comprehension," Mr. Withington said this morning. "They professed to be unconcerned as to whether we used lava or wood blocks, but now they vote that it must be lava blocks, on King Street as well as on Queen street, for the tracks and bitulithic for the space between."

"Lava blocks are distinctly in the interest of the Rapid Transit Co. as being cheaper, but the company prefers to lay ohia blocks on King street because they would make a more suitable pavement there. The Rapid Transit Co. has no interest in the Ohia lumber business, nor has James B. Castle any interest in the Rapid Transit Co."

"Both Engineer Whitehouse and Road Supervisor Caldwell were present at the conference and both of them said there was no objection to ohia blocks. Why the Supervisors now formally resolve that it must be lava blocks can only be explained on supposition that they are determined to prevent any use of ohia blocks in street paving here in the interest of those controlling other kinds of pavement."

The reply of the Supervisors is contained in the following communication:

Honolulu, T. H. July 23, 1912.  
C. G. Ballentyne, Esq., Manager, Honolulu Rapid Transit & Land Co., Honolulu, T. H.

Dear Sir: In answer to your communication of the 18th inst., and addressed to the Board of Supervisors, relative to the paving of King and Queen streets, I beg to submit, for your information, two motions that were put and carried at a meeting held by the said board the 22nd inst., which are as follows:

Paving of Queen Street.  
"Mr. Murray moved that this Board of Supervisors approve of the laying of lava rock blocks, by the Honolulu Rapid Transit & Land Co., as outlined in their communication, between and one foot each side of their tracks on King street, and that the balance of the space between the double track be covered with bitulithic pavement." Seconded by Mr. McClellan, and carried on a unanimous vote.

Paving of King Street.  
"Mr. Murray moved that this Board of Supervisors approve of the laying of lava rock blocks, by the Honolulu Rapid Transit & Land Co., as outlined in their communication, between and one foot each side of their tracks on King street, and that the balance of the space between the double track be covered with bitulithic pavement." Seconded by Mr. McClellan, and carried on a unanimous vote.

Very respectfully yours,  
E. BUFFANDEAU,  
Deputy City and County Clerk.

## DUKE LONGS FOR COLLEGE CAREER

Duke Kahanaomoku wants to go to college. Six months on the mainland, and intimate friendship with the stars of college sport, have imbued him with the spirit of emulation, and he now longs for the regalia and amusements of the undergraduate.

Duke has written to Lew Henderson, the letter being dashed off on the Finland, on the trip to Stockholm. He fails to say anything about the educational side of college life, but says that he has talked the matter over from an aquatic standpoint, and thinks he can make good.

Following is the paragraph referring to this new-born ambition:  
"Mr. George Kistler wants me to go to the university next fall. Shrook and Willis, the champion plungers, will graduate this year, and he'll lose two good men. Gee, I certainly would like to be here. If any possible way I can make it I'll take it, but it takes means, and that I haven't got."

## DEMAND JURY TRIAL ON STATUTORY CHARGE

Eddie